

CENTRAL INTELLIGENCE AGENCY

SOURCE

1. An aircraft factory provides two record booklets for each aircraft it produces: one for the aircraft and one for its engine. The reason for having separate booklets is that the life of the aircraft is always longer than the life of the engine. These booklets are never kept in the aircraft itself but in Squadron headquarters. They are treated as Secret documents. The following information goes into these records:
 - (a) Date and length of time the aircraft has been in the air.
 - (b) Date and length of time the engine has run while on the ground.
 - (c) Record of all repairs to both the aircraft and the engine, plus record of when and where repairs were made.
 - (d) List of replacement parts for both the aircraft and the engine.
 - (e) Life expectancy of replacement parts.
 - (f) Who estimated the life expectancy.
 - (g) Climatic conditions prevailing at the airfield where the aircraft is repaired.

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2. All this information is recorded by the aircraft technician and checked for accuracy by the squadron engineer who also signs this document.
3. These record booklets always follow the aircraft wherever it may be transferred. When an aircraft is shipped for repairs, nothing will be done to it until the record books arrive. All repairs are recorded by the organization which performs the repairs.
4. When the aircraft is no longer serviceable, it is dismantled for parts and the record booklets are forwarded to the main directorate of aviation engineering service of the VVS in Moscow.
5. In addition to the above-mentioned information recorded in the booklets.

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